CONSTRUCTION FEDERATION OF INDIA

NEWSLETTER

CONSTRUCTION INFRASTRUCTURE UPDATES

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"The influence of a good teacher can never be erased."

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An IAS officer brought down Lucknow's garbage mountains. He's 'kalyug ka Hanuman'

The Print,
September 05, 2025

Two Ghazipur-like dumps in Lucknow are now a park and a waste plant. Former municipal commissioner Inderjit Singh drove city's clean makeover. 'Lucknow's entire image has changed.'

IAS officer Inderjit Singh (centre) inspects the new Shivri waste plant site in 2024 | By special arrangement

Lucknow: Three years ago, when IAS officer Inderjit Singh confronted the task of cleaning up an eight-year-old dumping ground in Lucknow's Ghaila, his first instinct was to run away.

When he visited the site, the surrounding area was covered with leachate water, and the garbage piles were over 25 metres high. It looked overwhelming. Today, the same land, about 6 km from IIM-Lucknow, has transformed into a real-estate hotspot. Property prices now average Rs 4,900 per sq ft, up 39 per cent from 2021. At the nearby housing project Shalimar Garden Bay, 2-3 BHK apartments and villas are sold for anywhere between Rs 59 lakh and Rs 1.93 crore. Where the dump once stood is a 72-acre park, Rashtriya Prerna Sthal, planted with one lakh trees.

On Mohan Road, meanwhile, the once-festering Shivri dump now houses a state-of-the-art waste-processing plant, allowing Lucknow to declare itself a 'zero net waste' city this year. Both the Ghaila and Shivri initiatives played a key role in Lucknow jumping 41 points and being ranked the third cleanest city in Swachh Survekshan 2024-25.

"At the beginning it seemed really difficult and challenging," said Inderjit Singh, who steered the projects as municipal commissioner and is now posted as the director of the Uttar Pradesh New and Renewable Energy Development Agency (UPNEDA) in Lucknow. "But when it was decided that I had to do it, it was panga le liya to peeche nahi hatna (once you pick a fight, you can't back out)."

It isn't a transformation that came easy.

Lucknow's waste is collected at a compact transfer station before processing | Photo: Nootan Sharma | ThePrint

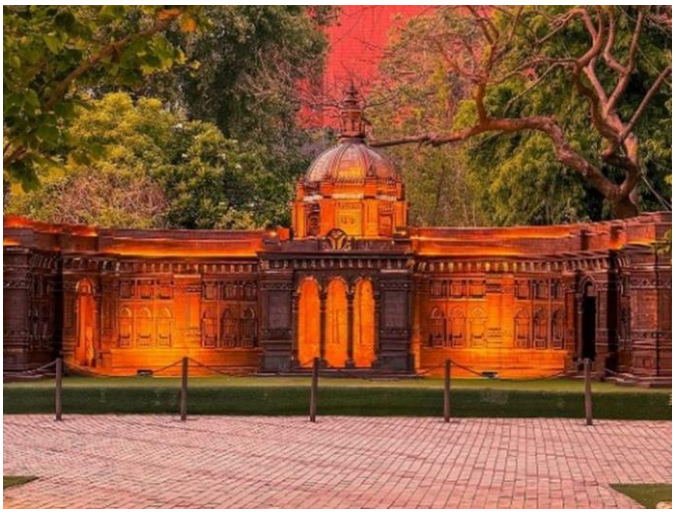
In the last three years, Singh said he didn't take a single day off, and neither did his team. He made it a personal passion project, working 15-16 hours on average every day, from 6 a.m. Zoom meetings to field visits and evening reports. The garbage mounds that had been piling up for 8-9 years had turned into an urgent health hazard. Residents registered daily complaints, staged protests, and had even petitioned the National Green Tribunal (NGT) twice. For officials, entering these areas had become risky, as angry residents would surround them and demand answers.

Singh and his colleagues did not waste any time. They brainstormed, checked off daily deadlines, coordinated with consulting firms and third-party contractors, and went about getting approvals for proposals to keep the projects moving. Altogether, they cleared 10.5 lakh metric tonnes of waste at Shivri and 8 lakh metric tonnes at Ghaila within three years. Apart from setting up processing plants, they also kicked off recycling projects.

Many thought this was a punishment posting when they heard what we had to work on. But it was apda me avsar (opportunity in disaster). We worked tirelessly, and we are proud to see the result
-Jitendra Verma, sanitary and food inspector

What began as a desperate attempt to flatten mountains of garbage has grown into one of the country's most ambitious models of circular economy — where waste feeds back into the city as compost, fuel, power, parks. For Lucknow, it's meant not just cleaner streets but a future built on sustainability.

The impact of this urban cleaning campaign is visible in Lucknow's parks. Before, in areas like Gomti Nagar and Chowk, they were defined by rusting swings, littered pathways, and casual dumping. Now, UP Darshan Park, touted as the city's first 'waste to wonder' park, boasts replicas of 16 iconic monuments, all carved from 268.5 tonnes of recycled scrap, including Bara Imambara, Ram Mandir, Kashi Vishwanath, and the Taj Mahal.



The replicas at UP Darshan Park are made from recycled material | Photo: Instagram/@updarshanparkofficial

Gautam Buddha Park has been reimagined as ‘Happiness Park’ with playful scrap-art installations, like a sculpture in the shape of a spinning top, and cartoon-character selfie zones. Near IT City, Harmony Park, spread across 12.9 acres, combines fitness, music, and art with 32 sculptures made from 70 tonnes of waste.

Along with these parks came stronger systems to keep the city clean: 1,200 electric vehicles for municipal waste collection, a more robust grievance-redressal mechanism, and campaigns like ‘Clean Street, Green Street’ to encourage behaviour change and prevent open dumping.

The control room of Lucknow Municipal Corporation tracks waste collection in real time | Photo: Nootan Sharma | ThePrint

“Lucknow’s entire image has changed. New technologies are being used for garbage collection, vehicle monitoring, complaint resolution, and even CCTV tracking. A lot has happened in these three years to bring the city under one motto: reuse, reproduce, and recycle,” said Shiv Vikram Singh, a consultant working with the Lucknow Municipal Corporation.

Local media reports have described Inderjit Singh as the man “who moved mountains of garbage and cleaned the city”. Industrialist Anand Mahindra cited his work as #MondayMotivation. Many local people call him “kalyug ka Hanuman”.

“Just like Lord Hanuman lifted an entire mountain to bring the Sanjeevani herb, Sardarji lifted not one but two huge mountains. He is the Hanuman of our Kalyug,” said Govind Yadav, a resident of Gomti Nagar.

Reclaiming garbage ghost towns

When Inderjit Singh took charge as Lucknow Municipal Commissioner in June 2022, he had two mountains to cross. One was Shivri, a 50-acre, 12-metre-high mound made of 20 lakh metric tonnes of garbage. Its overpowering stench could be detected even 200 metres away. This was Lucknow’s own version of Delhi’s notorious Ghazipur, complete with toxic leachate seeping out of the waste.

Then there was Ghaila on the city’s fringes. The dump covered 72 acres, with around 519 households witnessing trash towers rising like concrete blocks and living amid fetid smells, contaminated water, and environmental ruin.

Unlike Ghazipur, however, there was no large-scale political mobilisation around Shivri and Ghaila. They remained ignored until Singh’s arrival, when urgency and action replaced apathy.

The Shivri dumping ground before its transformation | By special arrangement

For Singh, the first step was to have a team that would share his passion. Not everything succeeded at the beginning and special training sessions were needed. He eventually put together a 50-member unit of environmental engineers, consultants, sanitary inspectors, and solid waste management experts, along with three institutional partners — IIT Roorkee, NEERI (National Environmental Engineering Research Institute), and CSIR-CBRI (Central Building Research Institute).

“Many thought this was a punishment posting when they heard what we had to work on. But it was *apda me avsar* (opportunity in disaster). We worked tirelessly, and we are proud to see the result,” said Jitendra Verma, sanitary and food inspector, watching machines processing trash at the Shivri plant.

At the beginning it seemed really difficult and challenging. But when it was decided that I had to do it, it was panga le liya to peeche nahi hatna (once you pick a fight, you can’t back out)
-Inderjit Singh, IAS officer

After visiting the sites, Singh and his team began drafting a proposal. It took one-and-a-half months to get it placed and another few to get it approved. Meanwhile, contractors were roped in to remove the waste quickly. In January 2024, the Lucknow Municipal Corporation scrapped its old contract with Ecogreen and approved a Rs 96.5 crore plan to tackle the decades-old waste mountains. Getting councillors on board, however, was not easy.

“It was very challenging, but we managed to convince them. The proposal asked for Rs 96 crore for establishing the processing plant, manpower, electricity lines and much more,” said Singh.

Back then, the neighbourhoods around both dump sites were ghost towns. Rickshaw drivers avoided them. The Pradhan Mantri Awas buildings nearby remained empty; no one wanted to buy or rent there. The smell was so overpowering that people covered their faces as they passed. Dirty black water flowed into drains. Flies hovered over piles of rotten food mixed with plastic and medical waste.

Leftover scrap and debris at the Shivri processing site, once a towering landfill. About 75 per cent of the legacy waste has been cleared | Photo: Nootan Sharma | ThePrint

“We had to put bricks on the road just to walk to the plant because leachate had spread everywhere. Our clothes, our bodies, even our cars were covered in it,” recalled Verma.

At Shivri, the first improvements were to basic infrastructure. Roads and sheds had to be repaired just to make the site accessible.

“We began with construction of roads, walls, and later installed a separate electricity line of 3,000 volts. Before that, there was only a 1,000-volt rural line, which supplied the plant for just 10-12 hours a day. We installed high-capacity transformers and generators. This was initially done just to start processing the garbage,” said Dr Arvind Kumar Rao, additional municipal commissioner of Lucknow.

Work finally began at the Shivri plant in March 2024. Using bioremediation, over 18 lakh metric tonnes of legacy waste were processed in seven months, freeing 15 acres of land. Its daily capacity was pushed to 2,100 tonnes early this year. In parallel, new processing facilities were fast-tracked to handle fresh garbage.

In March 2025, Lucknow became Uttar Pradesh's first zero-dump city, ensuring every kilo of fresh garbage is treated the same day.

Heavy machines operating at the Shivri waste processing plant in Lucknow | Photo: Nootan Sharma | ThePrint

"When we started processing the legacy garbage, space began to open up. That allowed us to set up sheds and a system to process the daily garbage as well — about 800 metric tonnes every day," said Rao.

So far, 75 per cent of the legacy waste has been cleared**.** Accountability measures are also in place for agencies and officials. Last month, in Vrindavan Sector 8, Lion Enviro Pvt. Ltd. was fined Rs 1 lakh for poor waste management. In Sunder Nagar, Natkheda Road, and Guru Nanak Nagar, inspectors faced Rs 50,000 fines and even salary deductions. At the plants, CCTVs keep a close eye and the work is monitored from control rooms.

"Everything is being monitored. There are vehicles outside which carry the RDF (refuse-derived fuel), which we can't process, to different companies. We are associated with 44 such companies who take that waste to sites more than 300 km away," said Singh.

Dumps to dividends

Mohan Mishra wasn't a proud homeowner. For years, he dreamed of moving away from his three-bedroom house on Hardoi Road, sick of the view and smells from Ghaila. Now his home's value has risen, and the view from the balcony is of a new park. He is not going anywhere.

"I never invited any relative or colleague home because there was this huge pile of garbage there. But now they have planted one lakh trees, it's so green and clean. Three big statues, one of them of Atal Bihari Vajpayee, who is my favourite. I enjoy this view. I am glad I didn't leave," said Mishra. The empty Pradhan Mantri Awas houses in the area are now filling up. Families are moving to this side of the city.

"Earlier there was no business in this area, but now people are calling to buy land here as it's near the Ring Road, the garbage is gone, and the Rashtriya Prerna Sthal is here," said Raju, a local property dealer.

The Ghaila dumping ground is being redeveloped into Rashtriya Prerna Sthal | Photo: Nootan Sharma | ThePrint

A few kilometres away at Shivri, the plant has moved beyond waste processing and into production of other goods. Using construction and demolition waste, it produces paver blocks, bricks, tiles, and sand substitutes.

“We make tiles, pots, side walls from the construction and decomposed waste. And from the biocompost, we pick the coconuts and make different kinds of products from it such as ropes. Every day, two truckloads of coconuts get dumped here,” said Verma.

A worker at the Shivri waste processing plant. Decorative pots and artefacts made from recycled waste are also displayed at the site | Photo: Nootan Sharma | ThePrint

Large quantities of ammonia, compost, and even potting soil are being produced at the facility. Next in line is a Bio-CNG plant with a capacity of processing 300 tonnes per day of wet waste. It will generate around 10 metric tonnes per day of Bio-CNG along with fermented organic manure, mitigating nearly 50,000 tonnes of greenhouse gases annually. With a capital investment of Rs 75-80 crore, the project is expected to boost sustainability and contribute an annual royalty of Rs 74 lakh to the urban local body.

“Construction of the boundary wall and the administration building has started, and we received the Consent to Establish on 2 September 2023. The plant is on track to start commercial operations by January 2026,” said Rao.

The corporation will also get CNG from there.

“We still have some CNG vehicles running, so we will get the CNG at a 5-10 per cent discount from the company that will run the plant,” he added.

Segregated waste awaiting recycling | Photo: Nootan Sharma | ThePrint

‘Cleanest Galli’ fever

While machines roared on the ground and officers coordinated with different departments, the residents were learning new habits. Drives like “Clean Street, Green Street” and “Adopt-a-Park” nudged them into joining the cleanliness mission.

“People used to throw garbage on the street outside their houses and thought their job was done,” said Anita Verma, a municipal volunteer in Indira Nagar. “Everyone thought cleanliness is only the government’s work.”

Many residents now segregate wet and dry waste and throwing less trash on the roads, according to her.

Over 1,200 electric vehicles collect municipal waste, and residents are being sensitised to adopt greater civic sense in the city | Photo: Nootan Sharma | ThePrint

To build awareness, Lucknow youth perform *nukkad nataks* (street plays) on topics such as how segregating waste helps prevent drains from choking. Schools are organising drawing contests and marches with slogans like *Mera Kachra, Meri Zimmedari* (My garbage, my responsibility). On Instagram, the Lucknow Municipal Corporation announces the weekly winners of the "Cleanest Galli" contest, with neighbourhoods competing for the title.

Earlier there was no business in this area, but now people are calling to buy land here as it's near the Ring Road, the garbage is gone, and the Rashtriya Prerna Sthal is here
-Raju, property dealer in the Ghaila area

"It became a matter of pride," laughed Anita Verma. *"Pehle log keh rahe the safai humara kaam nahi, ab kehte the humari gali sabse saaf honi chahiye"*— Earlier, people said cleaning isn't our job, now they say our street must be the cleanest.

Behaviour change wasn't instant, but these small victories make the transformation more sustainable. As one official put it: "Machines can clear a dump, but people's habits decide if it stays clean."

While residents were slowly changing habits, the biggest test was for the officials themselves. At first, many were squeamish about being associated with the garbage dump, but now it's a source of pride.

Products and samples made from recycled waste at the Shivri waste processing plant | photo: Nootan Sharma | ThePrint

The control room

Inside a brightly lit room, a row of six white desks flash with two or more computer screens each. More than ten staffers, dressed in formal clothes, monitor Lucknow's cleaning drive in real time. GPS maps track garbage trucks, feeds from over 70 CCTV cameras at the Shivri plant play on monitors, and three phone lines for complaints are promptly attended.

Staff in the Lucknow Nagar Nigam control room monitor garbage collection vehicles through live GPS feeds on large screens | Photo: Nootan Sharma | ThePrint

Twenty-four-year-old Pooja receives around 50 calls every day — about garbage left uncollected, pick-up vehicles, or other issues. She immediately notes the problem, address, and administrative zone, then registers it in the system. Each complaint has to be resolved within six hours. A datasheet records everything: complaints, resolutions, and reasons for non-resolution.

“We register the complaint and forward it to the area key person,” said Pooja.

The number of complaints increases during festival days. That’s when the centre also experiences staff shortages. But Pooja said, so far, they haven’t faced any delays.

Staff at the central control room tracking citizen complaints and coordinating waste management operations | Photo: Nootan Sharma | ThePrint

Lucknow’s waste-management model is now expanding in more ambitious directions. The city has set up multiple dry-waste processing plants where plastic, glass and metal are segregated and reused. Singh’s team has designed a system that links garbage collection, recycling, energy generation and beautification into one cycle. Apart from the Bio-CNG plant, he also sanctioned solar plants for the waste facilities.

Singh’s tenure as municipal commissioner ended last year. He is now special secretary in the Energy Department, director of UPNEDA, and head of UP Renewable and EV Infrastructure Ltd. But he is still connected to his pet project.

"The system he put in place runs almost on automation," said Jitendra Verma. "It's his brainchild, and we are only nurturing and growing it."

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Rs 9,700 Crore Double-Decker Flyover Project In Bengaluru Under Namma Metro Phase 3 Gets Karnataka Cabinet Nod

Swarajya,
September 05, 2025

Bengaluru is set to witness a major infrastructure boost with the Karnataka cabinet approving a Rs 9,700-crore double-decker viaduct project as part of Namma Metro Phase 3, the Hindustan Times reported.

The project, led by the Bangalore Metro Rail Corporation Limited (BMRCL), will integrate elevated metro lines with flyovers along two key corridors, making it the first-of-its-kind in the city.

The first corridor will stretch 28.486 km from J P Nagar 4th Phase to Kempapura along the western Outer Ring Road (ORR), becoming Bengaluru's longest flyover.

The second, covering 8.635 km, will connect Hosahalli to Kadabagere on Magadi Road. Together, the twin flyovers will span 37.121 km, combining road and metro infrastructure.

Also Read: Mumbai-Ahmedabad Bullet Train Project: NHSRCL Invites Bids For Multi-Modal Integration And Station Plaza Development At Vadodara And Anand

Parliamentary Affairs Minister HK Patil said the approved cost includes civil works, land acquisition, and design.

The Union government will finance only the metro lines, while the state will bear half the flyover cost.

Urban local bodies will contribute 10 per cent, with the remaining 40 per cent funded through loans. The state has already allocated Rs 4,000 crore in the 2025–26 budget for Namma Metro, part of which will support this project.

Originally planned at 44.65 km, the double-decker stretch was trimmed to 37.121 km.

The Union cabinet had cleared Phase 3 in August 2024, but modifications for the stacked design delayed implementation.

Civil works are expected to begin by early next year, with tenders for the first four packages, covering stations and viaducts, set to be issued later this month. Contractors will be given up to 60 days, with finalisation likely by mid-November.

With groundwork scheduled to start in January 2025, Phase 3 is now expected to be completed by May 2031, instead of 2030, at a cost about 5 per cent higher than the earlier Rs 15,611-crore estimate.

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Mumbai-Ahmedabad Bullet Train Project: NHSRCL Invites Bids For Multi-Modal Integration And Station Plaza Development At Vadodara And Anand

Swarajya,
September 05, 2025

The National High Speed Rail Corporation Limited (NHSRCL) has floated a tender inviting bids for the design, construction, testing, and commissioning of works linked to multi-modal integration (MMI) and station plaza development at two key stations in Gujarat — Vadodara and Anand — under the Mumbai–Ahmedabad Bullet Train project.

Scope of Work

- The tender includes civil, mechanical, electrical, and ancillary works. Key features are:
- Development of station plazas at Vadodara and Anand.
- Construction of an underpass at Channi Road in Vadodara.
- Building of foot over bridges (FOBs) at Vadodara station for seamless passenger movement.

The project will follow a Design-Build Lump Sum Price model, requiring the contractor to manage both design and execution.

Eligibility and Bidding Process

Only Indian companies are eligible to participate, with bidders required to demonstrate prior experience in similar projects.

The tender will be conducted through a single-stage, two-envelope bidding process, comprising technical and financial evaluations.

Key Dates and Financial Details

- Availability of documents: 9 September to 12 November 2025.
- Pre-bid meeting: 23 September 2025, via video conference.
- Bid submission: 1 November to 13 November 2025, through the NIC e-procurement portal.
- Technical bid opening: 14 November 2025.
- Tender fee: Rs 59,000 (inclusive of GST).
- Bid security: Rs 81.55 lakh, to be submitted physically to NHSRCL's New Delhi office.

The integration and station development works are expected to enhance last-mile connectivity, ease passenger flow, and provide modern infrastructure at two important stations on the country's first high-speed rail corridor.

The Mumbai-Ahmedabad High Speed Rail project, popularly known as the "Bullet Train Project," aims to revolutionize passenger travel in India with trains running at speeds up to 320 km/h between Mumbai and Ahmedabad.

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25-Km Elevated Corridor To Link Thane And Navi Mumbai International Airport

PTI,
September 05, 2025

The Maharashtra Cabinet, chaired by Chief Minister Devendra Fadnavis, has cleared the construction of a 25 km elevated corridor connecting Thane directly to the upcoming Navi Mumbai International Airport (NMIA).

The project, pegged at Rs 6,363 crore, will be implemented by CIDCO under a public-private partnership (PPP) model.

The six-lane expressway will feature six interchanges and allow vehicles to travel at speeds of up to 100 km/hr.

Once complete, the road is expected to slash travel time from Thane to NMIA from nearly 90 minutes to just 30 minutes, offering significant relief from congestion on the Eastern Express Highway and Thane-Belapur Road.

CIDCO has been instructed to secure all necessary approvals within six months. The project is scheduled for completion in three years, though officials noted that environmental clearances and land acquisition may pose delays.

The Cabinet also approved land acquisition for commercial use along the corridor and authorised CIDCO to use government-owned land beneath the road at nominal charges.

The corridor is seen as a step to strengthen access to NMIA, serving commuters from Thane, Kalyan, Dombivli, Ambernath-Badlapur, and Bhayandar.

However, according to one NDTV report, the elevated link will come at a price for users.

Motorists will have to pay a one-way toll of Rs 365, higher than the Rs 250 currently charged on Mumbai's Atal Setu sea bridge. Reports suggest the toll will rise each year in line with cost escalations.

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India Adds 30 GW Renewable Energy Capacity In 2025 So Far, Targets 43 GW By Year-End

Swarajya,
September 5, 2025

Union Minister for New and Renewable Energy Pralhad Joshi announced on Thursday (4 September) that India has added 30 gigawatts (GW) of renewable energy generation capacity so far in 2025.

He said the country installed about 22 GW of solar and wind power between January and June, and the figure has now reached nearly 30 GW, reported DD News.

"We are optimistic of achieving between 39 GW and 43 GW of new capacity by the end of this calendar year," Joshi stated at an event.

India remains on track to achieve its long-term target of 500 GW of installed renewable capacity by 2030. The country currently operates 226 GW of renewable capacity.

He said that 67.08 GW of projects have been tendered, while another 186.3 GW are under implementation.

"Together with the capacity already operational, this adds up to nearly 499 GW," the minister noted.

To strengthen the sector, Joshi said the government is addressing delays in signing power sale agreements (PSAs) and improving weather forecasting to enhance efficiency.

The Power Ministry has also developed a comprehensive transmission plan to integrate 500 GW by 2030, focusing on states rich in renewable resources.

He further announced the plans for launch of the second phase of the PM-KUSUM scheme and the third phase of the Green Energy Corridor project to accelerate clean energy adoption.

HSBC reported that India's power sector saw strong capacity commissioning in July, adding 2 GW of conventional and 3.2 GW of renewable capacity.

Year-to-date additions in FY26 have reached 21 GW. The report projected 11.7 GW of thermal, 3.8 GW of hydropower, and 36 GW of solar capacity for FY26, alongside power demand growth of 4.4 per cent in August and over 2 per cent in July. ^ TOP